

<p>STREET RIGHT-OF-WAY</p> <p>PROPERTY LINE</p> <p>5'-0" (NOTE 7)</p> <p>SLOPE 1/4" / FT. TO CURB</p> <p>1'-0"</p> <p>#3 BARS AT 24" O.C.E.W.</p> <p>RAOUS TOOL ON EXPOSED EDGES</p> <p>EXPANSION JOINT</p> <p>SPACED @ 15'-0" O.C.</p> <p>REMOVED (3/4"x4 1/2") OR LOCAL</p> <p>#3 DOWEL @ 24" O.C. WITH SLEEVE</p> <p>NOTES:</p> <ol style="list-style-type: none"> <li>1. CONCRETE SHALL CONTAIN A MINIMUM OF FIVE AND ONE HALF (5½) SACKS OF CEMENT PER CUBIC YARD OF CONCRETE, 3500 P.S.I., @ 28 DAYS.</li> <li>2. TIE TO EXISTING STEEL IN CONNECTION TO EXISTING WALK.</li> <li>3. FINISH CONCRETE IN ACCORDANCE WITH CITY REQUIREMENTS.</li> <li>4. SCORED CONTRACTION JOINTS AT 4'-0" O.C.</li> <li>5. MAXIMUM SLOPE ALONG SIDEWALK AT ANY LOCATION IS 5%.</li> <li>6. SIDEWALK THICKNESS AND REINFORCEMENT SHALL MATCH DRIVEWAY REQUIREMENTS WITHIN THE LIMITS OF A MAXIMUM SLOPE OF 5%.</li> <li>7. WIDTH MAY BE REDUCED TO 4'-0" IF A SIDEWALK PEDESTRIAN PLAY IS INCLUDED IN THE PLANS SHOWING 5'-0"x5'-0" PASSING AREAS AT A MAXIMUM SPACING OF 200 FEET.</li> </ol>	<p>30' TO 45' (COMMERCIAL) 10' TO 25' (SINGLE FAMILY)</p> <p>REINFORCED CONCRETE PIPE (BELOW GRADE)</p> <p>ROAD DITCH</p> <p>CONCRETE CULVERT</p> <p>SLOPED END TREATMENT (TYPICAL)</p> <p>R.O.W. LINE</p> <p>2</p> <p>MINIMUMS: 25" R. COMMERCIAL OR MULTI-FAMILY DRIVE ON MAJOR THOROUGHFARE 15" R. DRIVE ON COLLECTOR OR LOCAL STREET 5" R. RESIDENTIAL DRIVE</p> <p>THICKENED EDGE (8"x8" BEAM)</p> <p>MATCH EDGE OF ROADWAY (SAW CUT AND TOOLED EDGE AT CONNECTION)</p> <p>2-#4's (TOP &amp; BOTTOM) (RECONCRETE DRIVEWAY)</p> <p>4" CONCRETE PAVEMENT</p> <p>8"</p> <p>NOTES:</p> <ol style="list-style-type: none"> <li>1. CULVERT DIAMETER SHALL BE A MINIMUM OF 15" (IN CITY ONLY) OR 24" (IN E.U.).</li> <li>2. SLOPED END TREATMENTS SHALL BE INSTALLED ON ALL CULVERTS. SLOPED END TREATMENTS ON CULVERTS WITHIN COLLECTOR OR RESIDENTIAL STREET RIGHT-OF-WAYS SHALL HAVE A MINIMUM SLOPE OF 3 TO 1. SLOPED END TREATMENTS ON CULVERTS WITHIN MAJOR THOROUGHFARE RIGHT-OF-WAYS SHALL HAVE A MINIMUM SLOPE OF 6 TO 1.</li> </ol> <p>THICKENED EDGE (8"x8" BEAM)</p>	<p>PUBLIC STREET R.O.W. LINE</p> <p>5' SIDEWALK AREA 1" MAX. SLOPE 1/4" / FT.</p> <p>TRANSITION CURB</p> <p>12" B.C. SAW CUT (FULL DEPTH)</p> <p>1" MAX. SLOPE 1/4" / FT.</p> <p>PROPOSED CONCRETE DRIVEWAY 6" MINIMUM (ALL EXCEPT SINGLE FAMILY MAY BE 4 1/2" THICK)</p> <p>#4 @ 18" O.C.E.W. (30" LONG)</p> <p>#4 @ 24" O.C. (30" LONG)</p> <p>EXISTING CONCRETE PAVEMENT</p> <p>#4 DOWEL (18" LONG) SAW CUT AND SLOPED GROUT INTO EXISTING PAVEMENT</p> <p>30' TO 45' (COMMERCIAL) 10' TO 25' (SINGLE FAMILY)</p> <p>EXPANSION JOINT AT RIGHT-OF-WAY</p> <p>5' SIDEWALK</p> <p>1"</p> <p>R.O.W. LINE</p> <p>2" CLEARANCE (ALL SIDES)</p> <p>UNDISTURBED SUBGRADE</p> <p>MINIMUMS: 25" R. COMMERCIAL OR MULTI-FAMILY DRIVE ON MAJOR THOROUGHFARE 15" R. DRIVE ON COLLECTOR OR LOCAL STREET 5" R. RESIDENTIAL DRIVE</p> <p>BACK OF CURB</p> <p>TRANSITION CURB</p> <p>12" B.C. SAW CUT (FULL DEPTH)</p> <p>1" MAX. SLOPE 1/4" / FT.</p> <p>EXPANSION JOINT AT RIGHT-OF-WAY</p> <p>18" O.C. ALONG SAW CUT</p> <p>PLAN</p> <p>NOTES:</p> <ol style="list-style-type: none"> <li>1. SAW CUT &amp; BREAKOUT NO MORE THAN 48 HOURS PRIOR TO PROPOSED CONCRETE PLACEMENT.</li> <li>2. UNACCEPTABLE SUBGRADE SHALL BE OVEREXCAVATED AND REPLACED WITH CONCRETE.</li> <li>3. EDGE ALL SIDES WITH EDGING TOOL AND BROOM FINISH.</li> <li>4. PROVIDE BRACKETS AND TRAFFIC MARKING DEVICES DURING CONSTRUCTION.</li> <li>5. SIDEWALK THICKNESS AND REINFORCEMENT SHALL MATCH DRIVEWAY REQUIREMENTS WITHIN THE LIMITS OF A MAXIMUM SLOPE OF 5%.</li> <li>6. REINFORCING SHALL BE ASTM A-615 GRADE WITH 10' MINIMUM OVERLAP AT JOINTS.</li> <li>7. COMPACT SUBGRADE TO 95% OF STANDARD PROCTOR DENSITY (+/- 2% OF OPTIMUM MOISTURE).</li> <li>8. EXTEND EXPANSION JOINT FROM STREET TO THE RIGHT-OF-WAY.</li> </ol>	<p>TRANSITION CURB</p> <p>MAXIMUM SLOPE = 12 HORIZ. TO 1 VERT.</p> <p>REINFORCING STEEL EQUIV. TO 1" MAX. SLOPE 1/4" / FT.</p> <p>12" B.C. SAW CUT (FULL DEPTH)</p> <p>1" MAX. SLOPE 1/4" / FT.</p> <p>PROPOSED CONCRETE DRIVEWAY 6" MINIMUM (ALL EXCEPT SINGLE FAMILY MAY BE 4 1/2" THICK)</p> <p>#4 @ 18" O.C.E.W. (30" LONG)</p> <p>#4 @ 24" O.C. (30" LONG)</p> <p>EXISTING CONCRETE PAVEMENT</p> <p>#4 DOWEL (18" LONG) SAW CUT AND SLOPED GROUT INTO EXISTING PAVEMENT</p> <p>30' TO 45' (COMMERCIAL) 10' TO 25' (SINGLE FAMILY)</p> <p>EXPANSION JOINT AT RIGHT-OF-WAY</p> <p>5' SIDEWALK</p> <p>1"</p> <p>R.O.W. LINE</p> <p>2" CLEARANCE (ALL SIDES)</p> <p>UNDISTURBED SUBGRADE</p> <p>MINIMUMS: 25" R. COMMERCIAL OR MULTI-FAMILY DRIVE ON MAJOR THOROUGHFARE 15" R. DRIVE ON COLLECTOR OR LOCAL STREET 5" R. 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SIDEWALK RAMP CONNECTION SHALL CONFORM WITH BRACKEN DETAIL CONNECTION.</li> </ol>				
<p>DOUBLE ROW (8" C-C) YELLOW REFLECTORIZED TRAFFIC BUTTONS @ 3" C-C, END OF RETURN TO END OF RETURN</p> <p>4 BUTTONS AT 5" C-C</p> <p>WHITE CERAMIC REFLECTORIZED CLEAR FACING TRAFFIC</p> <p>4" TYP.</p> <p>SINGLE ROW WHITE TRAFFIC BUTTONS 3" C-C</p> <p>MAINTAIN 27" CLEARANCE THROUGH CURVE</p> <p>4" TYP.</p> <p>NOTES:</p> <ol style="list-style-type: none"> <li>1. THERMOPLASTIC STRIPES MAY BE SUBSTITUTED INSIDE THE CUT WITHIN THE 27" CLEARANCE (90" MIN. CENTERLINE &amp; 60" MIN. EDGE LINE).</li> </ol> <p>TYPICAL BUTTON DETAIL FOR KINK/CURVE</p>	<p>1'-0"</p> <p>#4 BAR</p> <p>#4 DOWEL BAR @ 24" C-C EMBEDDED 3" AND EPOXYED</p> <p>1 1/2"</p> <p>TOOLED EDGE</p> <p>4" TYP.</p> <p>TRANSITION CURB WITHIN 10'-0" UNLESS OTHERWISE SHOWN</p> <p>STD. 6" CONC. CURB</p> <p>6"</p> <p>12"</p> <p>4'-11/2" CONC. CURB</p> <p>1 1/2"</p> <p>NOTES:</p> <ol style="list-style-type: none"> <li>1. 6" CONCRETE CURB TO BE CONSTRUCTED ON ALL ESP. MARKS.</li> <li>2. 6" CONCRETE CURB TO BE CONSTRUCTED ON ALL ESP. MARKS.</li> <li>3. TRANSITION CURB TO BE CONSTRUCTED ON ALL ESP. MARKS.</li> <li>4. TRANSITION CURB TO BE CONSTRUCTED ON ALL ESP. MARKS.</li> </ol>	<p>6"</p> <p>1/2"</p> <p>3/16"</p> <p>VARIES</p> <p>CONCRETE PAVEMENT</p> <p>#4 BAR @ 24" O.C., 8" LONG</p> <p>NOTES:</p> <ol style="list-style-type: none"> <li>1. SAW CUT &amp; BREAKOUT NO MORE THAN 48 HOURS PRIOR TO PROPOSED CONCRETE PLACEMENT.</li> <li>2. UNACCEPTABLE SUBGRADE SHALL BE OVEREXCAVATED AND REPLACED WITH CONCRETE.</li> <li>3. EDGE ALL SIDES WITH EDGING TOOL AND BROOM FINISH.</li> <li>4. PROVIDE BRACKETS AND TRAFFIC MARKING DEVICES DURING CONSTRUCTION.</li> <li>5. SIDEWALK THICKNESS AND REINFORCEMENT SHALL MATCH DRIVEWAY REQUIREMENTS WITHIN THE LIMITS OF A MAXIMUM SLOPE OF 5%.</li> <li>6. REINFORCING SHALL BE ASTM A-615 GRADE WITH 10' MINIMUM OVERLAP AT JOINTS.</li> <li>7. COMPACT SUBGRADE TO 95% OF STANDARD PROCTOR DENSITY (+/- 2% OF OPTIMUM MOISTURE).</li> <li>8. EXTEND EXPANSION JOINT FROM STREET TO THE RIGHT-OF-WAY.</li> </ol>	<p>JOINT SEAL, HOT POURED RUBBER ASPHALT (TYPOT, DMS-6310, CLASS 3) FLUSH WITH PAVEMENT SURFACE. ALL JOINT SEALANT SHALL BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.</p> <p>PAVEMENT SURFACE</p> <p>1/2"</p> <p>3/4" SMOOTH DOWEL BAR</p> <p>1/4"</p> <p>26 GAUGE PLASTIC TYPE REDWOOD</p> <p>3/4"</p> <p>NOTES:</p> <ol style="list-style-type: none"> <li>1. EXPANSION JOINT TO BE PLACED AT THE END OF EACH CURB RADIUS AND SPACED A MAXIMUM OF 60'-0" APART.</li> <li>2. STAKES FOR TRANSVERSE JOINTS SHALL NOT BE PLACED CLOSER THAN 6" TO A LONGITUDINAL JOINT.</li> <li>3. DOWEL SHALL BE SECURED IN A HORIZONTAL ALIGNMENT PRIOR TO POURING CONCRETE.</li> <li>4. INSTALL BACKER RODS (TYPOT, DMS-6310) IN ACCORDANCE WITH SEALANT MANUFACTURER'S RECOMMENDATIONS.</li> </ol>				
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<p>9. PAVEMENT JOINTS</p>	<p>10. DEFORMED METAL STRIP</p>	<p>11. PAVEMENT HEADER</p>	<p>12. PAVEMENT UNDERCUT</p>				
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